

4 PLAN CONCEPTS

This chapter discusses the key issues in the East Valley / 680 Communities SNI Area identified by the Neighborhood Advisory Committee and the community-at-large and it suggests general ways to address these issues. More detailed program recommendations are provided in Chapter 5.

A. Traffic, Parking and Pedestrian Safety

In community meetings, many people raised concerns about traffic issues in the East Valley/ 680 Communities SNI area. They stated that traffic often moves too fast, and that residents do not always feel safe walking through their neighborhoods and crossing neighborhood streets.

1. Traffic Calming

Throughout the East Valley / 680 Communities SNI area, residents report that there are high volumes of cut-through traffic on residential streets caused by drivers trying to bypass traffic controls and congestion on arterials. Residents also called for improving traffic conditions around schools in order to make them safer for pedestrians.

The NAC identified a number of traffic issues, which are discussed in detail in chapter 5. The issues under City jurisdiction were forwarded to the City's Department of Transportation (DOT) for further analysis. A few of the issues reported were in the unincorporated area; these

were forwarded to the Roads and Airports Division of the County.

In general, the City and County's approach to traffic calming is as follows:

a. Data collection

This includes identification of excessive speeds, traffic volumes and accident data.

b. Field Review

This provides an assessment of obvious issues such as maintenance, missing traffic control devices and visibility problems. The assessment is followed by issuance of work orders to correct those deficiencies.

c. Response

Specific problems identified by citizens or through field reviews that require specialized treatments such as traffic signals and stop signs are analyzed.

d. Installation of Traffic Control Devices

Devices that are warranted under the required procedures are installed. There are three categories of traffic calming solutions.

- **Basic.** This includes regular traffic control devices such as stop signs and traffic signals.
- **Level I.** These solutions include devices that slow traffic, such as road bumps, traffic circles and chokers.
- **Level II.** This includes solid devices that block or divert traffic, such as diverters and par-

tial or full street closures.

Each issue is first addressed with Basic solutions, and then with Level I solutions. Level II devices are usually considered only after a Level I device has been used. However, if an evaluation that a Basic traffic solution is insufficient and it is clear that the traffic problem is related to volume and not speeding, the DOT will directly consider a Level II device. Generally, the majority of a neighborhood must concur with any plan that involves any Level I or Level II devices.

On June 21, 2001, the City adopted a new traffic calming policy that commits additional resources to ensure that the City will:

- Address all requests for traffic calming;
- Increase the level of community outreach;
- Give preferential consideration for streets with adverse traffic conditions for further evaluations;
- Prepare supplemental material to describe the details of the City's traffic calming processes.

Thus, this Plan recommends that the appropriate City and County departments should make a preliminary analysis of the problematic traffic conditions identified by the community. This will typically include taking speed counts and volume counts of vehicular traffic in the area. The City and County should work with the

NAC, as well as each neighborhood individually, to review the proposed traffic calming solutions, and to implement those to which a majority of the community has agreed.

2. Red Curbs on Street Corners

The NAC and the community believe that prohibiting parking at corners painted red in certain areas would improve visibility and safety. Examples of areas where this is needed include the corners of Greenstone, Whitestone, Brownstone, Pinkstone Courts, and Summer Street (the curve north of Summer Court).

In the City, requests for curbs to be painted red are submitted by residents to the Department of Transportation (DOT). In the unincorporated areas, requests for red curbs are directed to the County's Land and Development Services Division of the Road and Airports Department. These departments will study whether areas where red curbs are requested conform to traffic operations guidelines. The requests noted above have been forwarded to those departments.

In the City, community members can participate in the Adopt-a-Curb program to assist with the on-going maintenance of the curbs. Volunteers in the program are provided with the supplies and training required to repaint faded red curbs as needed. Maintaining the curbs contributes to the overall safety of the neighborhood by clearly indicating areas where parking is prohibited.

3. Safety Around Schools

In addition to traffic calming measures in the vicinity of schools in the East Valley/680 Communities SNI neighborhood, additional measures were identified by the community to improve the safety of pedestrians around schools that are described below.



Crossing guard at Dorsa Elementary School

a. Crossing Guard Program

An adult crossing guard program should be created or augmented at all schools in the area, in order to make crossing streets around schools in the East Valley/680 Communities SNI area safer for children and parents.

b. Drop-off and pick-up of children

Many residents report that picking-up and dropping-off children in cars around schools in the East Valley/680 Communities area often results in unsafe traffic conditions. This Plan recommends that residents work with the City's Department of Transportation (DOT) to formulate a traffic safety program that focuses on mak-

ing areas around schools safer for pedestrians. Eliminating parking and installing white passenger loading and unloading zones, which would be in effect during school hours.

c. Signage

Community members would like neon-colored "School Zone"-type signs to be installed around schools to alert drivers to watch for pedestrians and especially children.

Traffic safety improvements around schools are the responsibility of the City's Department of Transportation, and the County's Traffic Engineering Division of the Roads and Airport Department. All of the eight public schools in the East Valley/680 Communities area are essentially located within the City, although the Lyndale Elementary School is surrounded by unincorporated lands on three sides.

The City of San Jose has recently established a "School Access Enhancement" program. It is



Examples of parking restriction and school zone signage

currently working with the School Districts to provide enhancements such as signage, crossing guard programs and other measures to improve safety and access to schools. Community members should work with their local schools and School District to ensure that their concerns are addressed.

4. Traffic Enforcement

Stronger enforcement of traffic violations is necessary to increase the safety of pedestrian and vehicular traffic in the area. Residents have reported a number of areas where stop signs are ignored and vehicles travel at excessive speeds.

The City's Police Department should strengthen its enforcement of speed limits and other traffic laws throughout the East Valley/680 Communities neighborhood by increasing patrols of the Traffic Enforcement Unit. In addition to increased police presence in the community, residents should work with the City to investigate where using NASCOP is appropriate.

In the unincorporated areas, traffic enforcement is the responsibility of the California Highway Patrol (CHP). Community members should work with the County and the CHP to study the feasibility of additional enforcement.

5. Parking Permit Programs and Enforcement

A lack of parking throughout the East Valley/680 Communities SNI neighborhood was a complaint of residents in certain areas. This Plan recommends that the City (or where appropriate, County) study and implement a Residential Parking Permit or parking restriction program on a neighborhood-by-neighborhood basis. This program would include installing the appropriate signage and enforcement of the regulations. Neighborhoods where residents have already identified a need for such a program include Dorsa, Capitol-Goss, Arbuckle, Lyndale, Sierra and Nancy Lane. This Plan recommends that the community should work with City staff to assess whether a residential parking permit program is the appropriate solution to address their parking needs. This method of parking control



Examples of different types of parking restriction signage and parking permit stickers

is normally used to address major problems where simpler solutions are not available.

The Residential Parking Permit Program is not a regular service of the City or the County. In cases where there is a demonstrated need for this program, the City or County (as appropriate) will assist the neighborhood in implementing this program.

The City has the following guidelines for areas that could potentially be residential parking permit areas:

- The area is residential; permit parking should not be used to enhance a business. The majority of residences are owner occupied.
- The permit area must be of sufficient size (normally 150+ residential parcels) to reasonably assure that we are resolving, rather than relocating, the problem. Example: The University Zone (near SJSU) is approximately 28 square blocks.
- There must be a recurring problem that cannot be resolved through standard parking prohibitions.
- At least 3/4 (75%) of the available on-street parking spaces must be occupied during the period of heaviest demand.
- At least 1/2 (50%) of the parkers must be non-residential (from outside of the neighborhood) during the period of heaviest demand.
- There must be demonstrated support from at least 3/4 (75%) of the households that would be willing to pay for the entire cost of a residential permit parking program.

The County has the same guidelines for establishing a residential permit parking district as those listed above, with the added requirements that the district must be 100% residential; and the parking problem must be the result of spill over from an adjoining commercial interest.

The basic responsibility for the program rests with the neighborhood; they must conduct the necessary surveys to establish the need for the program. The neighborhood also must be willing to pay for the cost of the program. Ultimately, provided that all of the conditions listed above are met, the City Council has final approval for the establishment of the residential parking permit area in City areas. Following City Council approval, City staff will administer the program, including issuance of permits and collection of fees; perform the traffic engineering work and place the necessary parking control signs; operate and maintain the program and the parking control signs.

Applications for establishing a residential parking permit district in the unincorporated area must be reviewed and approved by the Roads and Airports Department Traffic Engineer. It then must be submitted to and approved by the Santa Clara County Board of Supervisors. This

process takes approximately 60 to 90 days (depending on the Board of Supervisor's agenda).

Residents should keep in mind the following issues when considering a residential permit parking program:

- Residents must pay biyearly for their permits and provide proof of residency and copies of current vehicle registration(s). Residents are also responsible for obtaining guest passes for visitors and obtaining special guest passes for family and neighborhood activities that take place during the parking restrictions. Residents must make permit arrangements for service providers who do not have properly identified vehicles.
- Residential Permit Parking zones are costly to implement, administer and maintain. Regular enforcement is necessary for their effectiveness, however, enforcement often results in unexpected citations issued to guests. Implementation requires fabrication of special signs and permits for each area.
- Permit parking is designed to keep vehicles from outside the neighborhood from parking in the area. Permit parking is not an appropriate solution when the neighborhood is experiencing a shortage of parking due to its own parking needs. The current program issues permits to all residents' vehicles. Therefore, if the demand for parking is from inside the area, no improvement will be made to the parking conditions.

6. Improved Pedestrian Circulation

Residents expressed the need to improve pedestrian connections throughout the East Valley/680 Communities neighborhood and suggested a number of different locations where this could occur, which are discussed below:

- **Pedestrian and bicycle bridge across Lower Silver Creek connecting the Dobern and Capitol-Goss neighborhoods.** This bridge is needed to improve pedestrian access between the East Dobern and Capitol-Goss neighborhood. Presently, pedestrians must walk either to Capitol Expressway or to South Jackson Avenue to get between the two neighborhoods. Both South Jackson Avenue and Capitol Expressway have high traffic volumes and vehicles moving at relatively high speeds. Constructing a link between the two neighborhoods via the bridge would significantly improve both the access for and, more importantly, the safety of children walking from the East Dobern neighborhood to Goss Elementary School and/or Capitol Park.
- **Pedestrian Crossing at Story Road and Galahad Avenue.** Many people currently jaywalk across Story Road because the distance between opportunities to cross the street is too far. Residents identified a need for a pedestrian over-crossing, or a signalized crossing at this intersection.

- **Pedestrian Over-Crossing at Capitol Expressway.** There is currently no pedestrian connection from the Sierra Neighborhood to the Dobern Neighborhood. Capitol Expressway where it intersects the Transmission Line Alignment was identified as a potential location for a pedestrian over-crossing.
- **Pedestrian Over-Crossings on South Capitol (between Sierra and Lyndale Neighborhoods).** Due to the high speeds vehicles are traveling on Capitol Avenue, it is very difficult for pedestrians to cross South Capitol Avenue. This is especially critical since children from the Sierra neighborhood must cross Capitol to get to their school, Lyndale Elementary. This Plan recommends that the community encourage the City and VTA to explore the possibility of pedestrian over-crossings across Capitol Avenue at locations that should be determined in conjunction with the VTA's light rail station planning.

A few of these items will be addressed under separate processes, such as the pedestrian and bicycle bridge across Lower Silver Creek, connecting the Dobern and Capitol-Goss neighborhoods, and the signalized crossing at Story Road and Galahad Avenue. The City should continue to work with the NAC to study the feasibility of the other suggestions.

B. Streets and Streetscape

1. Curb Cut Installation

Curb Cuts are needed throughout the study area. Residents have already identified 92 locations for possible curb cuts. The following neighborhoods are in need of curb cuts: Ryan (35), Arbuckle (26), Capitol-Goss (18), Dobern (13), Lyndale (4), Cassell (4), Sierra (2), as shown in Figures 17 through 25 at the end of this chapter. This Plan recommends that the community advocate that the City and County install curb cuts at these locations.



Curb cut

Curb cuts provide accessibility for residents who use wheelchairs and other mobility devices and also benefit older people, people using shopping carts and people pushing baby strollers.

2. Sidewalk Repair and Installation

Sidewalks are in need of repair in every neighborhood in the study area. Areas with the most need include the Dorsa and Capitol/Goss neighborhoods. Broken sidewalks are both unsightly

and unsafe for pedestrians. There are also areas that are missing sidewalks. Neighborhoods where residents have already identified this problem include Ryan, Lyndale and Dobern.

Although sidewalks are located on public property, both the City and County holds the property owner responsible for keeping the sidewalks and park strip, including the curb and gutter, in front of his/her property in a safe and usable condition. Maintenance responsibility includes, but is not limited to, repair or replacement of damaged or displaced concrete, abatement of weeds or debris, and the trimming of trees and shrubs.

The City of San Jose has a grant program to reimburse eligible property owners for the cost of sidewalk repairs. At this time, in order to be an eligible property owner, your property must be an owner-occupied, single-family residential unit. Grant amounts are based upon an inspection and estimated repair costs. All grants are subject to available funding. While the County does not have an official reimbursement program, it has applied for and been awarded State and Federal grants for this kind of improvement in the past for other areas.

Residents have already identified areas in need of sidewalk repair and/or installation, as shown in Figures 17 through 26. The community should work with the appropriate City and County departments should work with the to install and/or repair sidewalks where necessary.

3. *New Street Paving*

New street paving is needed along several streets in the study area. Residents have already identified the following locations needing street paving: Endfield Way, Marmont Way, and Florence Ave in the Lyndale neighborhood, and Cotton Tail Avenue and Sleepy Hollow Lane in the Capitol/Goss neighborhood, as shown in Figures 17 through 26 at the end of this chapter. The neighborhoods should work with the City and County to install new paving where it is needed.

It is the goal of the City's Department of Transportation (DOT), Infrastructure Maintenance Division to perform timely preventive maintenance to all City Streets. Desired maintenance cycles are ten years for local streets and eight years for major streets. Preventive maintenance consists of chip sealing local streets and slurry sealing major streets. In the event that a higher maintenance is warranted, treatments such as resurfacing and rehabilitation and reconstruction will be considered. Scheduling of this higher maintenance is contingent upon available funding.

The City has received excess State funding that will be utilized to accelerate street maintenance in applicable Strong Neighborhoods areas. All Strong Neighborhoods areas that are programmed to receive preventive maintenance over the next five years (2002 through 2006) will have their maintenance scheduled in 2002. Local streets requiring resurfacing will be sched-

uled for 2003. Major street maintenance will be scheduled as preventive maintenance becomes due and available funding is identified.

4. *Street Lighting*

Improved lighting is needed in many parts of the study area. The NAC identified locations that needed improved or new street lighting, as shown in Figures 17 through 26 at the end of this chapter. Neighborhoods with the most need for improved lighting include: Ryan, Dorsa, Arbuckle, Capitol/Goss, Dobern, Sierra, Nancy and Lyndale.

Improved lighting leads to safer, more attractive streets. Whenever possible, lighting should be scaled to the pedestrian, and should be placed between the sidewalk and the street. Improve-

ments to lighting could consist of increasing wattage or adequately spacing poles to maximize lighting. Selective tree trimming could also improve lighting conditions by removing branches which are interfering with the full brightness of the light fixtures.

In the City, the Department of Public Works is responsible for installing new street lights, while



Distinctive street lighting

the Department of Transportation is responsible for issues relating to improving existing lighting. This Plan recommends that the community work with PRNS to send community requests to the appropriate department.

Street lighting in unincorporated areas is the responsibility of the County Lighting Service Area (CLSA). All of the unincorporated areas in East Valley/680 Communities are part of the CLSA. Property owners within this service area district pay an annual assessment fee to the CLSA. Residents of the unincorporated area need to work with the CLSA to install and/or improve lighting. Requests for additional street lighting could result in higher assessment fees.

5. *Street Tree Maintenance and Planting of New Street Trees*

Residents have reported a need for increased street tree maintenance. In certain areas, street tree roots are causing the sidewalk to buckle. In other areas dead street trees or missing street trees need to be replaced.

Neighborhoods where large amounts of street trees need to be planted or replaced include: all of Dobern, the southern half of Arbuckle, all of Dorsa, all of Cassell and all of Ryan, as shown in Figures 17 through 26 at the end of this chapter. Residents have already identified that new street trees should be planted along Van Winkle Lane in the Capitol/Goss neighborhood and along Nancy Lane in the Nancy neighborhood.

Neighborhoods in the City should work with the Department of Transportation's Arborist Section to develop an appropriate tree planting strategy for residential areas. Once the tree planting strategy has been approved, the community can apply for funding for street trees from Our City Forest, a non-profit organization.

The County does not have a street tree program. However, residents may contact the County Land Development Services Division of the Roads and Airport Department to discuss any street tree requests. In general, the County en-

courages tree planting on private property. The County does not provide tree maintenance services unless the maintenance is related to safety issues.

Many residents appreciated the recent street tree improvements along Story Road and recommended that there should be similar street tree treatments for Capitol Avenue and Expressway, and on the streets adjacent to the Transmission Line Alignment. There is the opportunity for the City and VTA to work together to plan a consistent and integrated plan for street trees along Capitol Avenue. As part of its Capitol Avenue Light Rail Project, VTA is trying to introduce "community oriented design enhancements," which includes landscaping, at major stations and along the planned light rail route.

The community should work with City the and the Valley Transportation Authority (VTA) regarding street trees along Capitol Avenue and Expressway. Street tree treatments for the Transmission Line Alignment should be planned in conjunction with any potential open space planning projects.



Street trees on Cinderella Lane



Palms in Story Road median

C. Blight and Problem Uses

1. Graffiti Clean-up

There are many locations throughout the East Valley/680 Communities area where graffiti is a problem. Examples of areas where graffiti is a problem are:

- White Road/Florence: Soundwall and Fence
- Rose Avenue: Orchard Supply Hardware
- Lyndale Elementary School
- Nordyke Drive: Sides of apartment building
- Bridge over and fences abutting Lower Silver Creek
- Wilbur Avenue at Lyndale Avenue
- Florence at Lyndale Avenue
- Story Road at White Road

The City has an Anti-Graffiti Program. This program promotes the eradication of graffiti by responding to reports of the presence of graffiti at specific locations. This program will remove graffiti on public property. In addition, City staff will remove graffiti on residential properties and then provide residents with matching paint and education on how to remove and prevent graffiti on private property. One very successful aspect of this effort is the “adopt-a-block” program which provides paint, solvents, rollers and other related materials to volunteers to help eradicate graffiti when it occurs.

The County also has a Graffiti Abatement Program that has recently received funding to be able to serve the unincorporated areas of East Valley/680 Communities. This program utilizes volunteers and juvenile offenders to paint

over graffiti in the unincorporated areas of Santa Clara County. While not as extensive as the City-run program, the County’s program will provide paint to volunteers upon request.

2. *Vehicle Abatement*

The City and County should increase its enforcement of codes pertaining to the abatement of abandoned and inoperable vehicles in the public right-of-way and in contravention to City and County zoning regulations. To do so, the community will need to be proactive in reporting problems to the relevant departments. Under the City’s Vehicle Abatement Program, abandoned, inoperable or unregistered vehicles are marked and towed off the streets. The Private Property Towing Program removes inoperable vehicles from private residential properties.

Under the County’s Abandoned Vehicle Program, residents in the unincorporated area of East Valley/680 Communities can report abandoned or inoperable vehicles in the public right-



Vehicle parked on front lawn

of-way to the County Sheriff's Department, which are marked and eventually towed off the streets; if the vehicles are on private property, the County will first issue a Notice of Zoning Violation to the vehicle owner, and then follow-up with other legal measures if the Notice is ignored. However, the County does not have authority to tow vehicles from the private property.

3. Improvements to Residential Properties

Residents of East Valley/680 Communities expressed that there were many houses and buildings in the area whose appearance could be enhanced in order to meet City and County health and safety standards, as well as to increase overall attractiveness of the area and a sense of neighborhood pride.

The City's Department of Housing should publicize its Home Rehabilitation Loan Program and Paint Grant Programs to East Valley/680 Communities' residents by providing materials and resources about their programs to community members, neighborhood associations, and PRNS Community Coordinators. The Paint Grant Program is available to assist eligible property owners and tenants. The Housing Rehabilitation Program provides grants or low-interest loans to assist eligible property owners with the cost of repairs necessary to maintain a healthy living environment and to extend the useable life of residential buildings. Neighborhood Associations in the area can help by identifying properties in their area that could benefit

from the programs and sharing information with those property owners and tenants.

Another approach to improving private properties is education. The City's Code Enforcement Division could work with the NAC to identify who should be contacted and subsequently, schedule the training workshops that Code Enforcement has already developed, such as:

- **Property Management Seminar.** This workshop is designed to provide property managers and owners with basic management techniques for screening tenants, writing rental contracts, and enforcing house rules. Training also includes routine maintenance techniques.
- **Tenant Seminar.** This workshop is designed to educate renters about their responsibilities and how they can help in the routine upkeep of their units.
- **Housing Rehabilitation Applications Seminar.** This workshop is designed to help property owners to complete and submit applications for Housing Rehabilitation Loans and Grants.

The County's Housing and Community Development Department provides low-interest loans for housing rehabilitation to low-income residents in the unincorporated area through its Home Rehabilitation Program.

4. Improvements to Commercial Properties

Residents have reported that there are a number of commercial properties in East Valley/680 Communities that could be improved, as shown in Figures 17 through 26 at the end of this chapter. Facade improvements are needed along much of Story and White Roads. Story Road forms the border between many of the neighborhoods in the area. Improvements to commercial facades can help to create unity along a street. They can also make a business more attractive to residents and visitors alike. The pho-

tos below show a commercial storefront before and after facade improvements.

The City's Redevelopment Agency (SJRA) has a facade improvement grant program that provides assistance to business and property owners within the Neighborhood Business Districts and Downtown San Jose.

The FIP offers:

- Free architectural design services



Examples of storefronts prior to facade improvement



Examples of storefronts after facade improvement

- Permit processing and fee payment assistance
- Bidding and construction management assistance
- Funding assistance of up to \$22,000 per storefront (some may be eligible for more than one grant)

Exterior facade improvements can increase business exposure and pedestrian traffic, and enliven older, commercial districts. Therefore, it is to the benefit of business and property owners to invest in building and landscaping improvements as it will attract more customers and help to deter nuisance problems.

This Plan recommends that the business and property owners invest private funds in these improvements as well as to work with the City and County to create or augment a facade improvement program for the commercial properties in the area. This program would be designed to work with business and property owners to identify suitable improvements that can greatly enhance the appearance of the target structures.

5. Overcrowding and Illegal Housing Units

Residents have reported that some homes seem to exceed the legal limit of the number of persons per dwelling, exacerbating parking and congestion problems.

While the conversion of attached garages or basements as a separate unit may be allowable with the appropriate building permits, the property

must be located in a zoning district that allows more than one unit. The property owner must obtain the appropriate permits from the City or County (for the unincorporated areas) prior to construction. The City prohibits the use of a detached structure, such as a garage, as an additional housing unit.

Reducing overcrowded housing units requires the joint efforts of property owners and the City's Code Enforcement Division of the Planning, Building and Code Enforcement Department, or the County's Building Inspection Office. Rental agreements should restrict the number of tenants that the unit can reasonably accommodate. Where overcrowding is a problem, community members can assist City and County staff to identify homes that do not comply with the City/County Zoning Codes or the State's Housing Code, who will subsequently begin the necessary processes for bringing them into compliance.

While some community members reported that there were areas where overcrowding seemed to be a problem, many also acknowledged that the likely factor driving overcrowding was the larger issue of a lack of affordable housing in the city and region as a whole. Many community members expressed a strong sentiment that increasing the availability of affordable housing should be a high priority of the City and County, and ultimately a better way of addressing the problem of overcrowding. The issue of housing is also discussed in Section H of this chapter.

6. *Problem Commercial Uses*

Residents have stated that there are a number of uses in the area that do not enhance the community. Residents are particularly concerned with illegal home occupations, liquor stores, group homes, and store parking lots that are used as used car lots on the weekends. Particular areas that are of concern include: the Popeye's and Earl's Bottle Shop/Liquor Store, the Mervyn's Parking Lot, which serves as a used car lot on weekends, and various businesses along Story Road, as well as many around the intersection of Story and King Roads.

Businesses are required to obtain licenses and permits from the City and County in order to operate. This allows the City and County to make sure that businesses are located in zoning districts intended for commercial or industrial uses and to regulate activities such as late night hours or the sale of alcohol. City and County codes should be enforced at a heightened level to bring into compliance, or curtail illegal businesses that generate negative activity in the community.

Residents would like to discourage uses that tend to disrupt the community, such as liquor stores and bars. This Plan recommends that community members form a committee to work with the City and County establish a program to limit the number of liquor licenses in the East Valley/680 Communities SNI area.

D. *Litter/Clean Up*

1. *Dumping and Litter*

The residents of East Valley/680 Communities have expressed a desire to keep their neighborhoods clean and free of unsightly litter and garbage. During community meetings, the following recommendations were made to address the problem of litter and dumping:

- **Additional Trash Receptacles.** This Plan recommends that community members identify locations where trash receptacles are needed and work with the City and County to provide additional trash receptacles in areas with heavy pedestrian traffic, such as in front of businesses in the area.
- **Improved Street Sweeping.** This Plan also recommends that the community works with the City and County to study ways to improve street sweeping in the area, which could be addressed by installing and enforcing "No Parking" during street sweeping hours and/or increasing the frequency when street sweeping occurs.



Areas with litter on the street

If enforcement of the “no parking” provisions through ticketing does not appear to be effective, this Plan recommends that residents consider whether installation and enforcement of “Tow Away” signs is necessary to ensure that streets are kept clear of parked cars during scheduled street sweeping.

- **Regular Trash Pick-Up for Large Items.** Unwanted appliances, furniture and other large items that cannot be picked up by regular weekly garbage collection are often dumped on the sidewalk, in the street or on private property. A program that institutes or augments a regularly scheduled pick-up of these items should be considered in neighborhoods that are willing to implement it.
- **Abandoned Grocery Cart Retrieval.** Abandoned grocery carts are a common sight on many streets in East Valley/680 Communities. They are hazardous and a source of blight. To address this issue, the City Council passed the Shopping Cart Or-



Unwanted furniture dumped on the sidewalk

dinance on February 6, 2001. Under the ordinance, the City will work with retailers to develop plans to control, retrieve, and retain grocery carts. The City should publicize this program with the business associations in the area.



Abandoned shopping carts

2. *Public Realm Maintenance*

There are many public areas in the East Valley/680 Communities area, such as parks, freeway on- and off-ramps and the banks of Lower Silver Creek that are often littered with garbage. An area with litter is unattractive and is a source of blight. While primary responsibility to maintain these areas rests with the City, County or State agency that owns and/or operates the area, there are many ways in which the community can get involved to help ensure that these areas actually stay clean and safe.

- **Parks.** The parks in East Valley/680 Communities are City-owned and managed. While the City is responsible for maintenance of these parks, experience has shown that a commitment from the local commu-

nity helps to ensure that park areas are clean and safe. Adopt-A-Park is a citywide volunteer program that recruits and trains residents to assist in the general care and maintenance of neighborhood parks and other open spaces in San José. Volunteers are required to maintain their adopted park for at least one year.

- Particular areas within parks that may be adopted include: sports fields, exercise courses, flower beds, trees and shrubs, playgrounds, courts, trails, and undeveloped parkland.
- **Freeway on- and off-ramps.** The freeway on- and off-ramps, which also function as neighborhood entryways, are within the State Department of Transportation rights-of-way. Thus, the City and community should work with the State (Caltrans) to improve the appearance of these entries.
- **Lower Silver Creek Clean-up.** Experience has shown that a commitment from the local community is needed to keep areas along creeks clean and safe. Local community members can help to maintain the creek, remove trash, and plant vegetation. The Santa Clara Valley Water District (SCVWD) sponsors an Adopt-A-Creek Program that provides opportunities for community volunteers to commit to long-term stewardship of creeks.

Removing dumped items, litter and other debris from the banks and streambed of the Lower Silver Creek improves the appearance of the neighborhood while reducing the threat of flooding by improving the flow of water in the channel. Keeping the creek free of litter also benefits the health of the watershed. Members of the East Valley/680 Communities SNI neighbor-



Volunteer creekside clean-up effort

hood have expressed a willingness to participate in such efforts, especially those neighborhoods that the creek runs through. The adopt-a-creek program includes organizing two creek clean-up events each year. These events could coincide with National River Cleanup Day held each May and Coastal Cleanup Day held each September.

E. Open Space, Parks and Recreation and Community Services

Community members strongly expressed the desire to increase park and open space lands as well as recreational opportunities in the East

Valley/680 Communities SNI neighborhood. They also expressed the desire to improve and expand existing recreation and educational programming, with an emphasis on programs for youth and seniors.

1. Improvements to Existing Parks

This Plan recommends that the City provide improved facilities at all existing parks in the area, including renovation of restrooms, more benches, garbage cans and improved lighting. In addition, community members should work with the City to plant additional trees at all existing parks to provide shade.

In particular, residents identified a need for Emma Prusch Park to be cleaned-up and landscaped so that it responds to the street along Story and King Roads. This is a valuable community resource, however, currently, the edges of the park at the Story and King intersection is overgrown, messy and not very inviting. Given the importance of this location as a reflection of the rest of the area, community members should consider establishing a network of volunteers to help keep this area clean.

2. Increased Facilities

The City should explore the potential for additional opportunities for open space, recreational and community facilities. In particular, the following items have been identified by the community: more restrooms in existing parks, a community swimming pool, a skateboard park, more soccer fields, handball courts, volleyball courts, and public tennis courts.

There are not many areas in the East Valley/680 Communities SNI neighborhood that can be used for new open space since much of the area is already developed with other uses. The transmission line alignment that runs through the East Valley/680 Communities SNI Area was identified as the best potential for new open space, park, and recreation facilities. Other areas identified include the Sunset Pedestrian Bridge Area, Jackson Avenue open space area, the County-owned open space located at Capitol Expressway and Pendragon Lane, and along Lower Silver Creek. The opportunities for some of these areas are described below. Emma Prusch Park was also suggested as a potential location for a community swimming pool.

In addition to establishing new open space, residents suggested the possibility of partnering with local schools to provide more opportunities for recreation facilities in the area.

Potential new open space, park and recreational opportunities discussed by the community include:

- **Running Track and Soccer Field at the Dorsa Elementary School.** There have been discussions between some of the residents of East Valley/680 Communities and the Alum Rock School District to have a running track and soccer field at the Dorsa Elementary School site. The City and the Alum Rock School District should investigate the feasibility of developing these uses at the Dorsa Elementary School site.

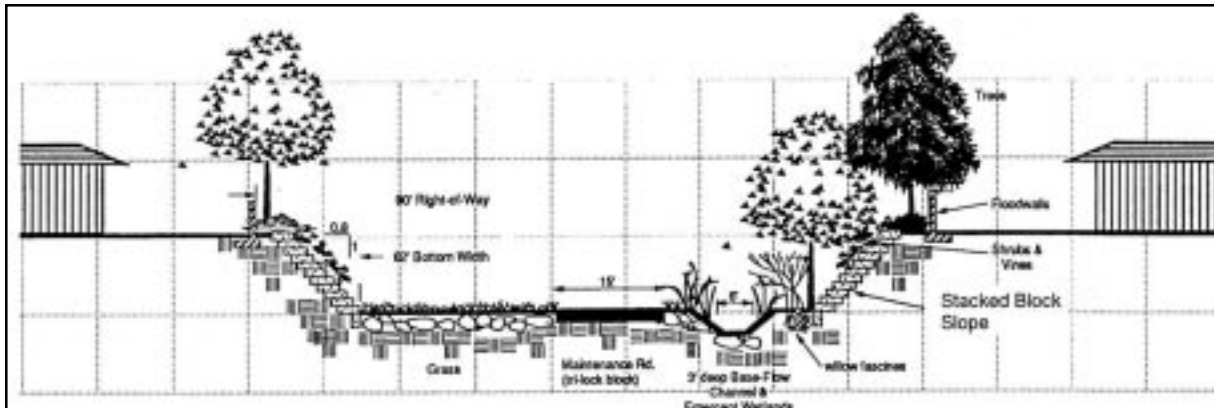


Figure 11. Cross-section of proposed improvement to Lower Silver Creek.

- Lower Silver Creek Trail.** As part of the Santa Clara Valley Water District's (SCVWD) improvements to Lower Silver Creek, which are described in more detail in Section I below, a maintenance road will be built either at or near the bottom of the channel. The City should pursue working with SCVWD to explore the potential of having the maintenance road to serve as a publicly-accessible recreational trail, as shown in Figure 11.
- Expansion and Development of Lo Bue Park with Active Recreation Uses.** Residents expressed that they would like a larger area of the Transmission Line Alignment developed with recreational uses where Lo Bue Park is currently located. The community already identified the following potential uses: a community swimming pool/recreation center, community gardens, a fruit orchard, skateboard park, handball, volleyball, picnic areas, public restrooms, and a parking lot. Some of these features may not be possible due to safety requirements related to the existing power or gas lines. The City should work with the community to explore the potential of expanding Lo Bue Park.
- Development of the Transmission Line Alignment for Open Space from Capitol Expressway to Ocala Avenue.** Currently, a portion of the Transmission Line Alignment is developed as a small park-the recently constructed Lo Bue Park as well as Capitol Park and Our Park. Community members expressed interest in developing the entire Transmission Line Alignment



Bicycle trail

4: PLAN CONCEPTS



Plum



Sycamore



Redwood



Ground Cover

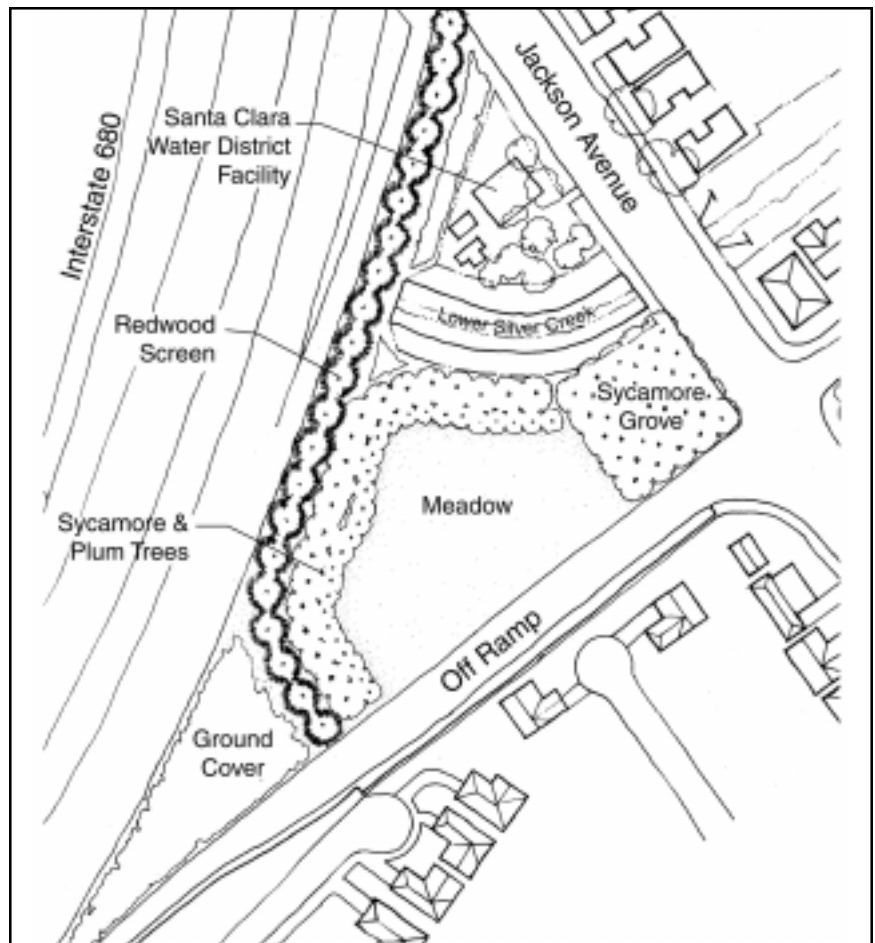


Figure 12. Schematic design for Jackson Avenue Open Space

ment as an open space resource with a pedestrian and bicycle trail along the length of the Transmission Alignment lined with street lights, trees and benches. Other suggestions for development included a community swimming pool, a skateboard park, more soccer fields, handball courts, volleyball courts, and public tennis courts. Some of these recreation features may not be possible due to safety requirements related to the existing power and gas lines. The City should work with the community, property owners and PG&E to explore the possibility to develop the transmission line alignment as a community open space resource. Some examples of what could be developed are shown in Appendix D.

- **Landscaping Jackson Avenue Open Space.** This seven-acre triangular piece of vacant land, owned by Caltrans, is bordered by I-680 to the west, and off-ramp to the south and Jackson Avenue to the northeast. Lower Silver Creek runs through the northern tip of this area and continues under Jackson Avenue. Across Lower Silver Creek are several buildings belonging to the Santa Clara Valley Water District. This area serves as a “gateway” to the East Valley/680 Communities area for vehicles traveling south on Jackson Avenue. It currently has an unkempt appearance, often littered with garbage and sparsely landscaped. This program would consist of landscaping the area in such a way to beautify it and make it an open

space amenity for the whole community. Residents suggested that they would volunteer to “Adopt-a-Park” to maintain this area. Figure 12 on the following page shows a potential design concept for the area. It proposes that a gravel plaza, double-lined with Sycamores or Canary Island Date Palms, holds the corner of Jackson Avenue and the 680 Off-Ramp. The plaza and tall trees could function as a casual meeting place with bocce courts and benches or simply as a visual marker of the district. Beyond the plaza a tree-lined field opens up the possibility of unstructured soccer fields for the neighborhood. Street trees and improved pedestrian circulation could be added along Jackson Avenue to provide a safer and more pleasant pedestrian experience in the area. Large Redwood trees form a backdrop that screens the freeway from the neighborhood below and from the freeway they filter views of district. Additional trees are also shown along the northwestern edge of this area to better screen the heavy flow of traffic traveling along I-680.

In addition, community members expressed a desire to have “gateway” signs placed in this area welcoming people into the East Valley/680 Communities.

- **Landscape/Develop Recreational Use at Sunset Avenue Pedestrian Bridge Area.** Residents have reported that the area around Sunset Pedestrian Bridge is unsafe and is of-

ten littered with garbage. In addition to landscaping the area to improve its appearance, this action would have the City explore developing the area with some recreational use for small children, such as a tot lot. Design of the area would be sensitive to not creating “hiding places”, but create a safe, attractive play area that would be an amenity for the neighborhood. Residents suggested that they would volunteer to “Adopt-a-Park” to maintain this area. The two figures below show examples of the design concepts of the area. Whatever the future of this area, residents expressed that their primary concern is to limit access into the existing hidden areas located behind the ramps where loitering and other illicit activities currently occur.

Figure 13 shows a design concept where extensive landscaping would be planted around the base of the pedestrian bridge. Additional pedestrian-scale street lighting would be installed in the area. Benches would be placed around the circular space formed by the pedestrian bridge’s access ramp, as well as in the space adjacent to it to the west, making the area an attractive open space to sit and relax. Figure 14 shows a design concept with a sandpit and play structure in the circular space formed by the pedestrian bridge’s access ramp. Benches would be placed in the area where people could sit while watching their kids play. Pedestrian-scale street lighting would be installed in the area. Additional landscaping and trees would be planted to beautify the space. The new uses would activate the otherwise “dead” space, bringing more people to the area, thus

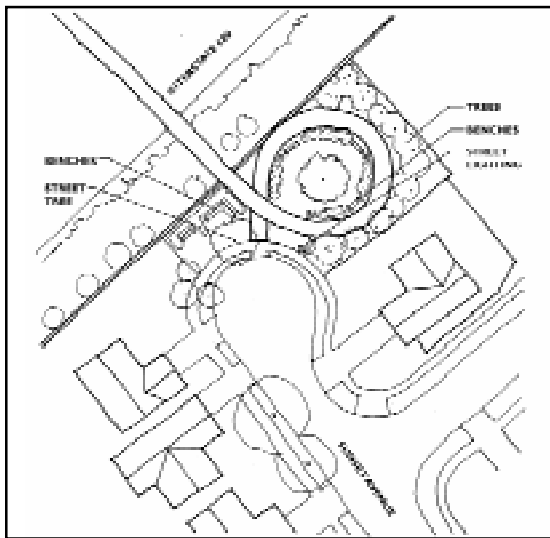


Figure 13. Sunset Pedestrian Bridge Area Landscaping Design Concept

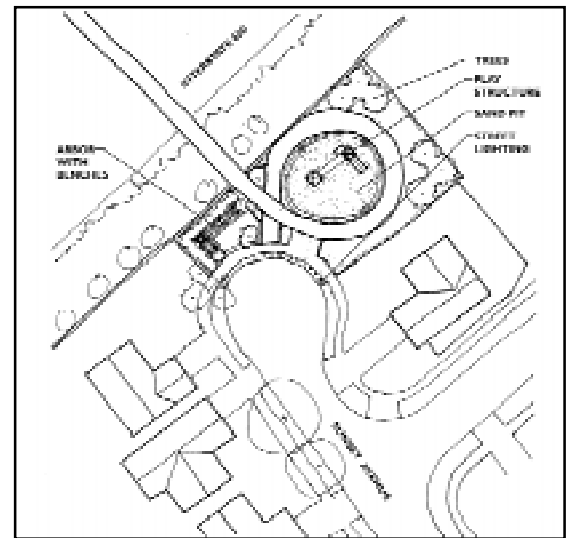


Figure 14. Sunset Pedestrian Bridge Area Tot Lot Design Concept



Hank Lopez Teen and Senior Center

putting more “eyes on the street”. Given the numerous potential projects for this category, the community should identify priorities and work with the City to identify funding to implement them.

3. Community Facilities

At community meetings, residents have reported that additional community centers are needed in the East Valley/680 Communities area. Currently, there is one community center in East Valley/680 Communities, the Hank Lopez Teen and Senior Center, located on Ocala Avenue. Many people raised concerns about the loss of the community center and library uses due to safety regulations relating to the Reid-Hillview Airport. Should either or both of these uses be relocated, this Plan recommends that the City strongly consider options to preserve some community use at this site. This Plan recommends that the community further clarify their needs and work with the City to explore other possibilities to develop additional community facilities.



Hillview Library

4. Installation of Public Restrooms

The City should study and implement a program to install portable, public restrooms, such as the “self-cleaning” models that exist in the Downtown at certain locations in the East Valley/680 Communities SNI area. Community members can assist by identifying areas most in need of these facilities.

5. Programs

Residents would like to improve and expand existing community services, with an emphasis on programs for youth and seniors.

- **Creation/Reinforcement of Neighborhood Associations.** There already exist many strong neighborhood associations in the East Valley/680 Communities area. During the course of the Strong Neighborhoods Initiative planning process, a new neighborhood association for the Sierra neighborhood was established. Efforts to organize an association for the National Hispanic University neighborhood and the



Child receiving tutoring

- Ryan neighborhood are underway. The Plan recommends that the community continue to work with PRNS to create or strengthen neighborhood associations, as well as foster communication among neighborhood associations in the East Valley/680 Communities area.
- **Increased Youth Sports and Education Programs.** The City should investigate potential for increased opportunities for youth sports and education programs to be offered.
 - **Increased Adult Activities.** This Plan recommends that the City provide additional services or increased resources to attract community-based organizations to provide increased opportunities for programs for adults and seniors, such as ESL, aerobics and parenting classes.
 - **Homework Centers.** Residents would like to improve existing and establish additional Homework Centers in East Valley/680 Communities. There are currently eight

Homework Centers in the East Valley/680 Communities SNI Area. Currently, ongoing management of the Homework Centers Program is the responsibility of the Youth Services Division of the Department of Parks, Recreation and Neighborhood Services.

The City of San Jose's Homework Centers Program is currently in its seventh year of funding. This program was initially funded by the City Council in response to concerns about the safety and the education needs of the youth of San Jose. It began operation in FY 1993-94 with a budget of \$250,000, serving 27 sites. The program has grown to currently include 193 sites in FY 2000-2001, with a budget of \$2.63 million invested. Through this program, grants are awarded to public and non-profit agencies to implement before and after school programs that serve the youth of San Jose by providing homework assistance, access to computers and related technology, tutoring and/or targeted skills training in a safe environment.

Specifically, the City of San Jose provides funding for Homework Centers through a grant contract covering single or multiple sites. These contracts, which provide one fiscal year of funding, are developed with the following types of agencies:

- Public School Districts within the City of San Jose

- Public School Districts with sites serving a student population of at least 50% San Jose residents
- Community Based Organizations serving San Jose's youth.
- Other Public Agencies such as libraries, teen centers, etc.

Agencies awarded a grant under this two-year cycle will receive the annual grant award for the first year, with second year funding contingent upon availability of funds and satisfactory contract performance in year one of the cycle.

This Plan recommends that the community proactively work with the City to explore ways to add and improve homework centers in the East Valley/680 Communities SNI Area.

This is the first year that PRNS staff will begin a monitoring and evaluation program for the Homework Centers Program. Community members should contribute to the monitoring process by communicating any concerns about existing homework centers to the Homework Center Program office.

The Mayor and the City Council have made a commitment to expand the program to include centers at every public school in the City by 2002. Individual schools must request and agree to run the program. Thus, this Plan recommends that residents who live in neighborhoods that are not served by a homework center actively encour-

age their local school principal to initiate procedures to establish one.

- **Lower Silver Creek Education Programs.** This program would have the City investigate developing educational, recreational and aesthetic amenities along Lower Silver Creek. SCVWD works with some local schools to provide educational activities where children can learn about the environment. In particular, the Dobern and Capitol/Goss residents expressed an interest in this for students at Goss Elementary School.
- **Mural Painting Program.** Some residents expressed that a mural painting program would be a positive program for youth that would build community and beautify areas in the neighborhood that need it (e.g. areas where there is graffiti).
- **Additional Day-Care Centers.** The community identified the need for more childcare services for infants, toddlers and preschool age children in the area. To address this need, this Plan recommends that the Parks, Recreation and Neighborhood Services Department take the lead in working with residents and schools to identify appropriate programs and providers for the East Valley/680 Communities SNI Area. Because child-care is needed for all income levels, child care providers should be sought that have the ability to provide subsidies/fees on a sliding scale, and do not limit eligibility by income.

- **Job Training Programs.** There are plans to open a Workforce Investment center at the Mi Pueblo center on the northeast corner of Story and King. Currently under construction, this center will provide training and resources to community residents seeking employment. In conjunction with the opening of the new center, the City should explore ways in which to increase outreach efforts to inform the community of existing City and community-based organization job training programs.
 - **Outreach to Employers and Day Workers.** Residents have reported a problem relating to large numbers of day workers gathering around certain areas in the vicinity of Capitol Avenue and the intersection of Story and King Roads. Increased outreach to these workers, as well as their employers, to educate them about the existing day worker center or relocation of the existing center to this area would be some ways to address this issue.
 - **Gang Prevention Program.** Residents reported that gang activity is a problem in certain areas. The City should explore ways to provide increased recreation, educational and gang intervention programs, such as the Right Connection, Project Pride, Clean Slate and Turn It Around. This Plan also recommends that PRNS should explore ways in which to increase outreach efforts to inform youth of the availability of these programs.
 - **Outreach and Augmentation of Domestic Violence Support Programs.** Residents reported that domestic violence is an issue in this area. This Plan recommends that the City provide additional services or increased resources to attract community-based organizations to provide increased outreach and support for domestic violence cases.
 - **Small Business Assistance.** At community meetings, some residents expressed that small businesses in the area should be protected and suggested that the City should intervene to keep rents affordable to small businesses in the area. While a rent control program does not appear to be feasible, business strengthening and marketing approaches are recommended.
- This Plan recommends increased outreach to businesses in the area to inform them of the business assistance services and financing and loan programs available through the City's Office of Economic Development.

F. Crime, Nuisance and Noise Issues

1. Soundwalls

Many residents of the East Valley/680 Communities live near a freeway or heavily traveled arterial. Noise from these roadways can be a problem.

Soundwalls, by reducing the effects of noise generated by traffic, help to address this issue. Sound-

walls can be designed and constructed in a way that they not only serve to deflect noise from traffic, but are also visually well-integrated within a neighborhood.

There are a number of areas in East Valley/680 Communities where residents reported soundwalls or repairs to existing soundwalls are needed, on Capitol Expressway and Capitol Avenue, Summer Street, McCreery Avenue, and the I-680 off-ramp between Diana Lane and Diadem Drive. Soundwalls along highways and expressways must be coordinated with Caltrans and the County, respectively.

The City has a soundwall policy that was adopted by the City Council in 1983. This policy sets criteria for evaluating whether the installation of a soundwall barrier is warranted by the City due to noise sources which exceed the City's General Plan Noise Policy level, and which are within the City's jurisdiction. The policy explicitly states that no formal allocation will be budgeted for sound barrier installation. Thus, any soundwall approved for installation would have to compete for funding in the context of all other needs that exist in the City.

The Santa Clara Valley Transportation Authority (VTA) is responsible for programming freeway sound mitigation projects, such as soundwalls, in Santa Clara County. Adopted in December 2000, the VTP 2020 Expenditure Plan identifies up to \$30 million for a Sound Mitigation Program for the period from 2006 to 2036. These funds can be used for new sound mitigation

projects that meet state and/or federal eligibility requirements on existing freeways and expressways. Repair and maintenance are not eligible for this funding. VTA is in the process of finalizing policies and procedures for its Sound Mitigation Program.

This Plan recommends that the City work with the appropriate agency, to install and repair soundwalls in the areas identified by the community.

2. *Increased Police Presence*

In general, the residents of East Valley/680 Communities expressed a desire for a stronger police presence throughout the area to address the following issues:

- **Drug Law Enforcement.** Residents have stated that there are certain areas where drug dealing occurs, such as in Capitol Park, along Story Road and around the Nancy Lane Apartments. They would like increased police enforcement of drug laws throughout the area.
- **Sale of Liquor to Underage Minors.** Residents would like City staff to enforce regulations regarding the sale of liquor to underage minors.
- **Sale of Fake Documents.** Some residents would like City staff to crackdown on individuals engaged in illegal activities such as selling fake documents. While the Police can make arrests for this crime, it is not an often an issue that is effectively prosecuted

by the federal justice system.

- **Loitering.** Residents would like increased police presence to decrease loitering in areas such as the Mi Pueblo parking lot, the Tropicana Shopping Center, areas around the Sunset Avenue pedestrian bridge, and around cul-de-sacs in the study area.
- **Loud Music Compliance.** Residents would like City staff to help enforce regulations that pertain to acceptable noise levels in neighborhoods. There are a number of areas in the East Valley/680 Communities SNI area where residents have complained that music is being played too loud and creating a disturbance to other neighbors.

This Plan recommends that the City's Police Department and the County's Sheriff Department should coordinate with the community to build upon existing programs and resources to enhance the security of the area. Opportunities to establish strong community policing are of interest to residents in the area. Community members should coordinate with the City's Police Department and the County's Sheriff Department to find ways to enhance the security of the area.

G. Schools

At community meetings, residents reported that improvements at all of the schools in the area were needed. These improvements include re-

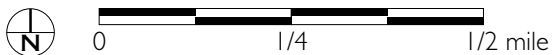
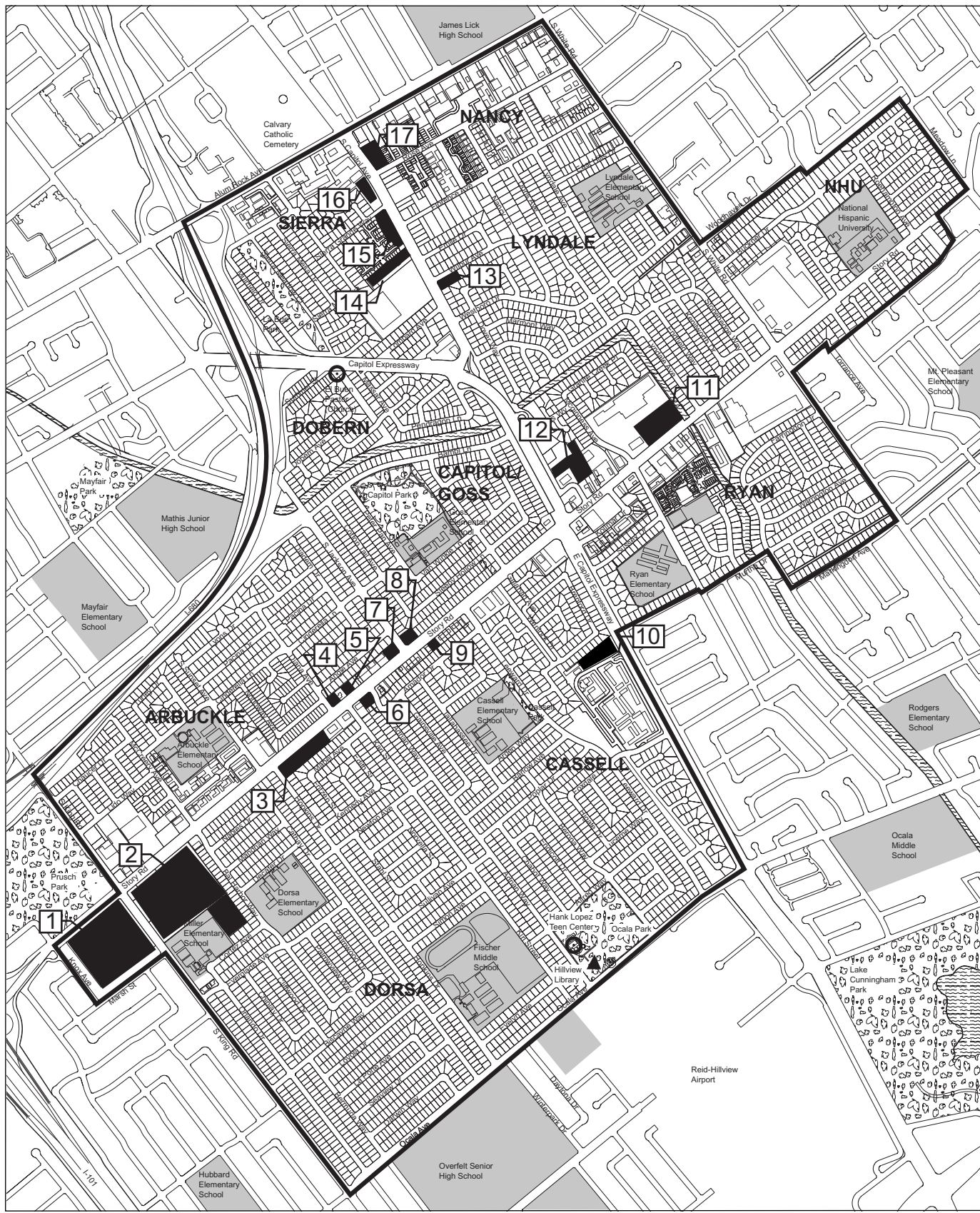
pairing or improving fences, landscaping, lighting, and the facilities in general. Residents have already identified specific needs for improvements at the following schools: Lyndale Elementary, Cassell Elementary, Fischer Middle, Miller Elementary, Dorsa Elementary and Arbuckle Elementary. These are shown in Figures 17 through 26 at the end of this chapter. However, community members will need to be proactive in working with the School Districts to ensure their specified improvements are made.

H. Land Use

1. Housing

The availability of high-quality, affordable housing for all residents of the area, in particular for seniors and families, is an important issue to the community. The development of new housing should be encouraged on available sites. The quality of existing housing should be maintained and enhanced through general upkeep and implementation of recommended improvements.

Increasing the availability of housing in East Valley/680 Communities, especially affordable housing, is an important issue to the community. The City does not directly build housing, therefore, its primary responsibility is to create a climate that fosters the development of housing, including affordable housing, in the community.



- Study Area Boundary
- Schools
- Parks
- Community Centers / Churches
- Libraries

FIGURE 15

OPPORTUNITY SITES

The development of housing should be promoted on the vacant and underutilized parcels in the East Valley/680 Communities SNI neighborhood that are appropriate for residential use. Residents also expressed interest in incorporating affordable housing with other uses, such as neighborhood-serving retail and community centers.

New housing developments should avoid adverse impacts to the existing community by meeting all applicable City standards for private open space and on-site parking. While creating a program where East Valley/680 Communities residents receive priority over others is not possible, affordable housing projects should be advertised aggressively in the area to promote these opportunities among existing residents. This could be achieved by requiring developers to notify the neighborhood associations when new housing projects are approved.

2. Neighborhood-Serving Retail and Mixed-Use Projects

Residents expressed a need for additional neighborhood-serving retail and entertainment uses in the area. Examples of desired uses include: a movie theater, a bowling alley, a rollerskating/iceskating rink, family-oriented restaurants, a bank, coffee shops, and a pharmacy, among other uses. There are a number of vacant or underutilized sites along major arterials, such as Story Road, White Road, Jackson Avenue and King Road that have the potential to be developed with these uses. Residents expressed an interest in senior housing over a senior service facilities

as one mixed use. They also suggested residential over commercial/retail spaces as a possibility of accommodating more affordable housing.

When possible, the City (Redevelopment Agency, Planning Department and Office of Economic Development) should develop incentives for attracting these uses. Residents have identified vacant and/or underutilized sites for additional neighborhood-serving retail and mixed-use projects, as shown in Figure 15. In order to ensure that new housing is built, the community should continue to show strong support for proposed affordable housing projects that are designed in ways that integrate well into the existing community.

The site of the Tropicana Center at Story and King is currently the focus of efforts by the City's Redevelopment Agency. The community expressed a strong desire that the existing small businesses on the site be protected and that the site should not be developed with any chain stores. The redevelopment of this site will be handled through a separate process with the City of San Jose Redevelopment Agency, the City Council, property owners, and the Story Road Business Association. The Redevelopment Agency should redevelop the site in ways that meet the needs of the property owners, existing businesses and the community.

3. Reid-Hillview Airport

The issue of the Reid-Hillview Airport was raised at a number of community meetings. Residents are concerned about noise and air pollution re-

lating to airplane fuel. As a related issue, some residents felt that given its location in an established residential area there were better uses for the land currently occupied by the airport, such as childcare, educational centers, and parks. Residents would like the operations of Reid-Hillview to either be diminished or closed.

It seems unlikely that Reid-Hillview will close any time in the near future. However, there are two planning processes related to the airport that are currently being conducted in which concerned residents can participate to help ensure that the airport be a “good neighbor”: a noise study for Reid-Hillview and an Airport Master Plan for all three of the County’s airports. It was suggested that concerned residents could get involved in the Noise Study and advocate for mitigations to noise created by Reid-Hillview. This could possibly include soundproofing homes, changing flight paths and imposing flight curfews. Regarding the Airport Master Plan, residents could advocate for any new hangars planned (which would attract more air traffic) to be located in the South County airport, which is not in a residential area.

I. Flooding and Storm Drainage

At community meetings, some residents identified concerns related to flooding and storm drainage. Potential flooding problems in the area would either be the result of a lack of capacity of Lower Silver Creek during heavy rain, or some

inadequacy of the City’s storm drainage pipe system.

The capacity of the storm drain system for the East Valley/680 Communities area was assessed in order to identify potential weaknesses. The review included a check of the City of San Jose design standards, a detailed review of pipe size and system connectivity and an overview of system capacity. No significant capacity problems were found. This conclusion assumes that the piped system and the storm drain inlets are properly maintained and kept clear of debris.

Lower Silver Creek is a major storm drainage facility operated and maintained by Santa Clara Valley Water District (SCVWD). It connects Lake Cunningham and the areas upstream of Lake Cunningham to Coyote Creek and ultimately to San Francisco Bay. Lower Silver Creek currently does not have the capacity to carry the flow from a storm of the size projected to occur once in a 100-year period. Therefore, SCVWD is in the process of upgrading the creek to have greater capacity.

Through the Coyote Watershed Management Program, SCVWD is planning to construct improvements that will increase the capacity of Silver Creek to carry the 100-year storm event. The project will increase capacity by widening the creek channel, while also beautify the creek with additional trees and landscaping. Grass and other landscaping will be planted over concrete blocks wherever possible, in an effort to create a “green” and aesthetically pleasing channel. These

improvements will be carried out over the next four to five years in the “reaches” of the creek shown in the map on the facing page. The areas that fall within the boundaries of the East Valley/680 Communities SNI area include all of “Reach 4” and most of “Reach 5”, as shown in Figure 16 on the following page.

After construction of the entire project from Coyote Creek to Lake Cunningham is completed, a Letter of Map Revision (LOMR) will be prepared and submitted to FEMA, asking FEMA to reevaluate the potential flooding hazard of the area. As a result of the flood protec-

tion improvements to Silver Creek, the creek is expected to be able to carry the flow from a 100-year storm event without overflowing onto adjacent properties. Thus, when the LOMR is approved by FEMA, flood insurance requirements should be removed from all of the properties near the creek.

Because there was no apparent problem with the capacity of the storm drainage system, it is expected that the problems reported by residents will be alleviated by a combination of the SCVWD’s improvements to Lower Silver and adequate creekside and storm drain maintenance.

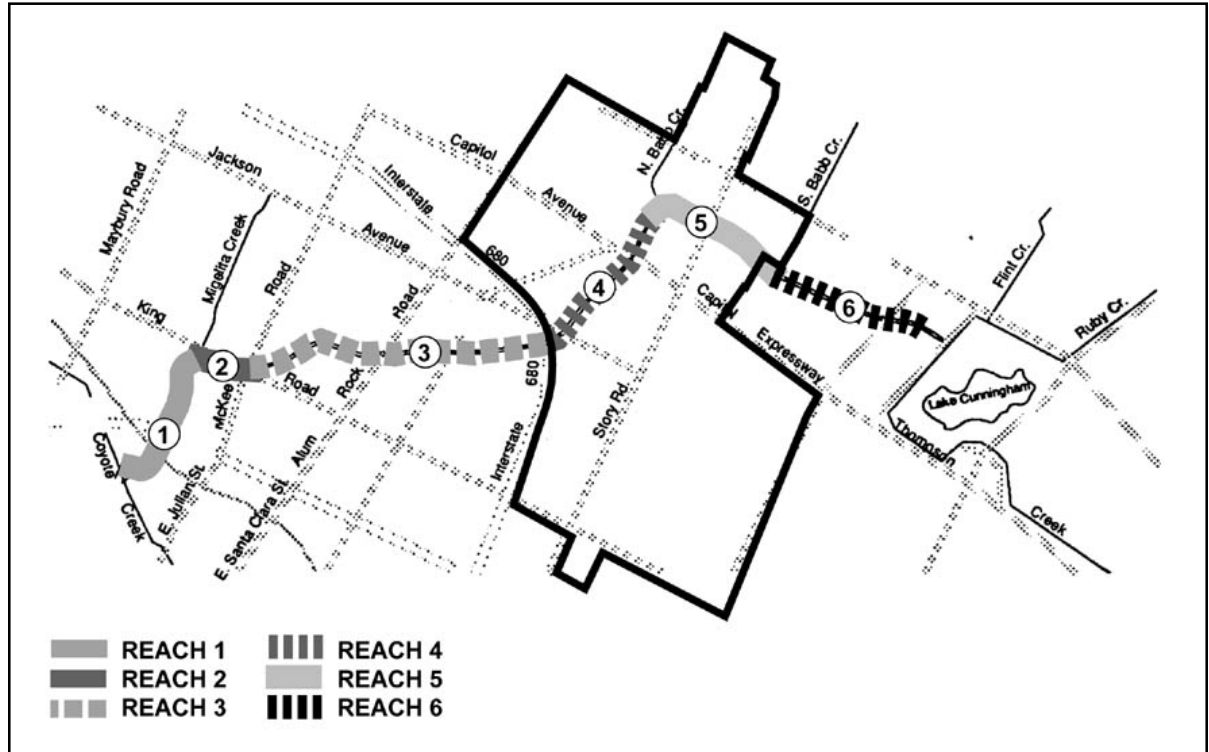


Figure 16. Location of Santa Clara Valley Water District’s Lower Silver Creek Improvement Project

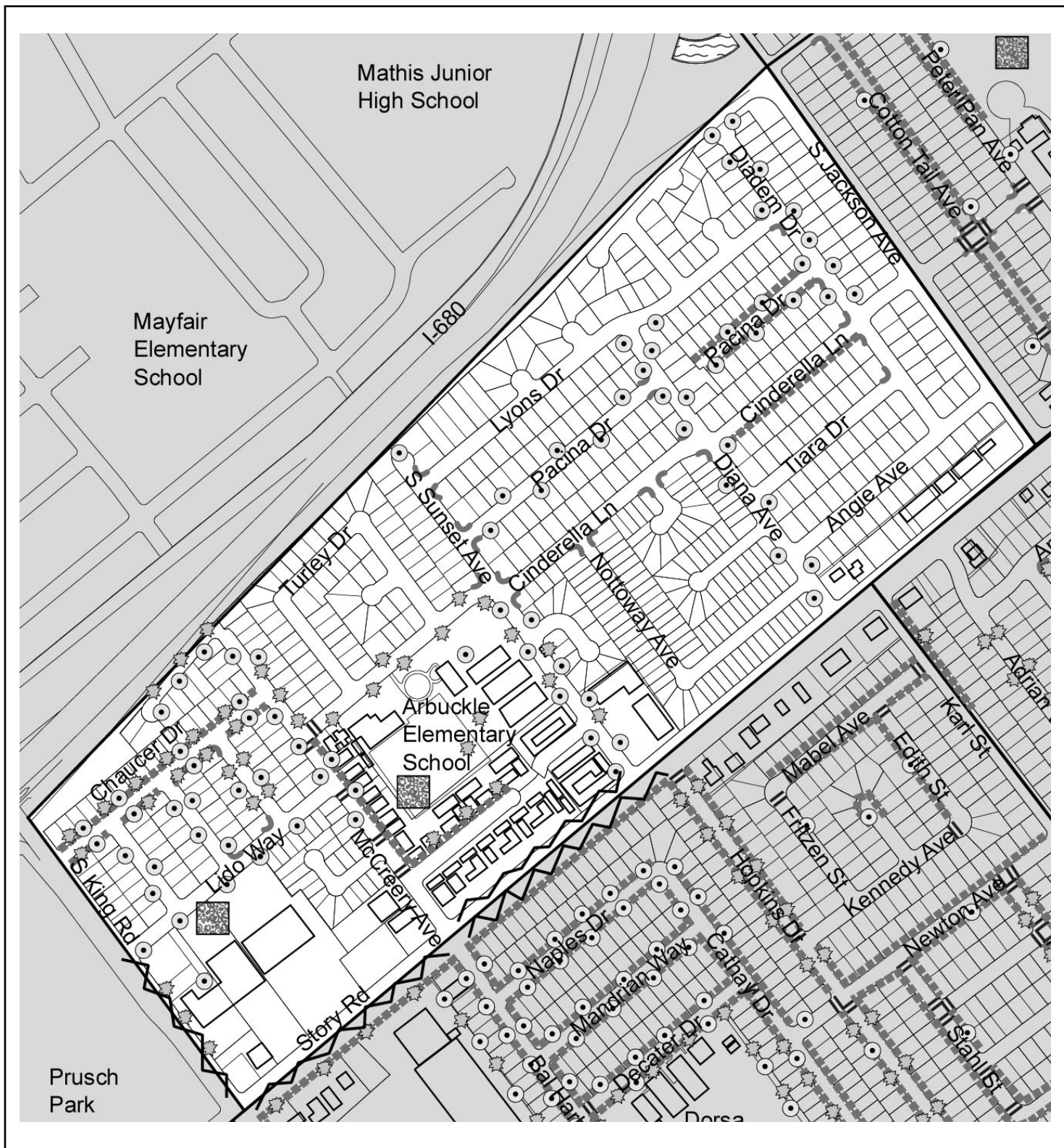


FIGURE 17

ARBUCKLE NEIGHBORHOOD RECOMMENDED IMPROVEMENTS

- | | |
|-------------------------------|------------------------------|
| ⊙ Improved Lighting | ⤿ Curb Cuts Needed |
| ✱ Tree Planting / Replacement | ▬ Street Paving Needed |
| ▬▬▬ Sidewalk Repair | ▨ Park / School Improvements |
| ▬▬▬ Crosswalks Needed | ⋈ Facade Improvements |

STRONG NEIGHBORHOODS INITIATIVE
EAST VALLEY/680 COMMUNITIES

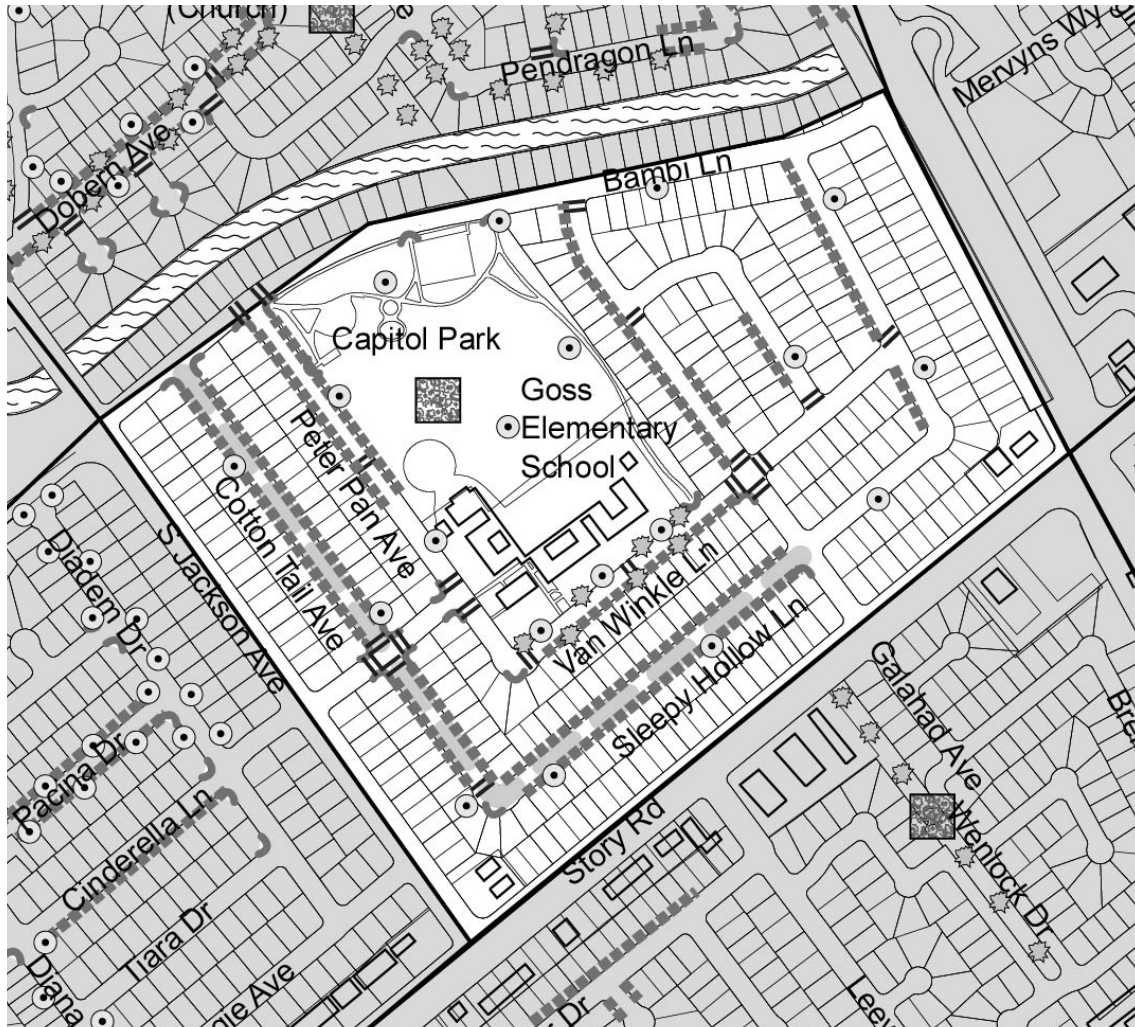


FIGURE 18

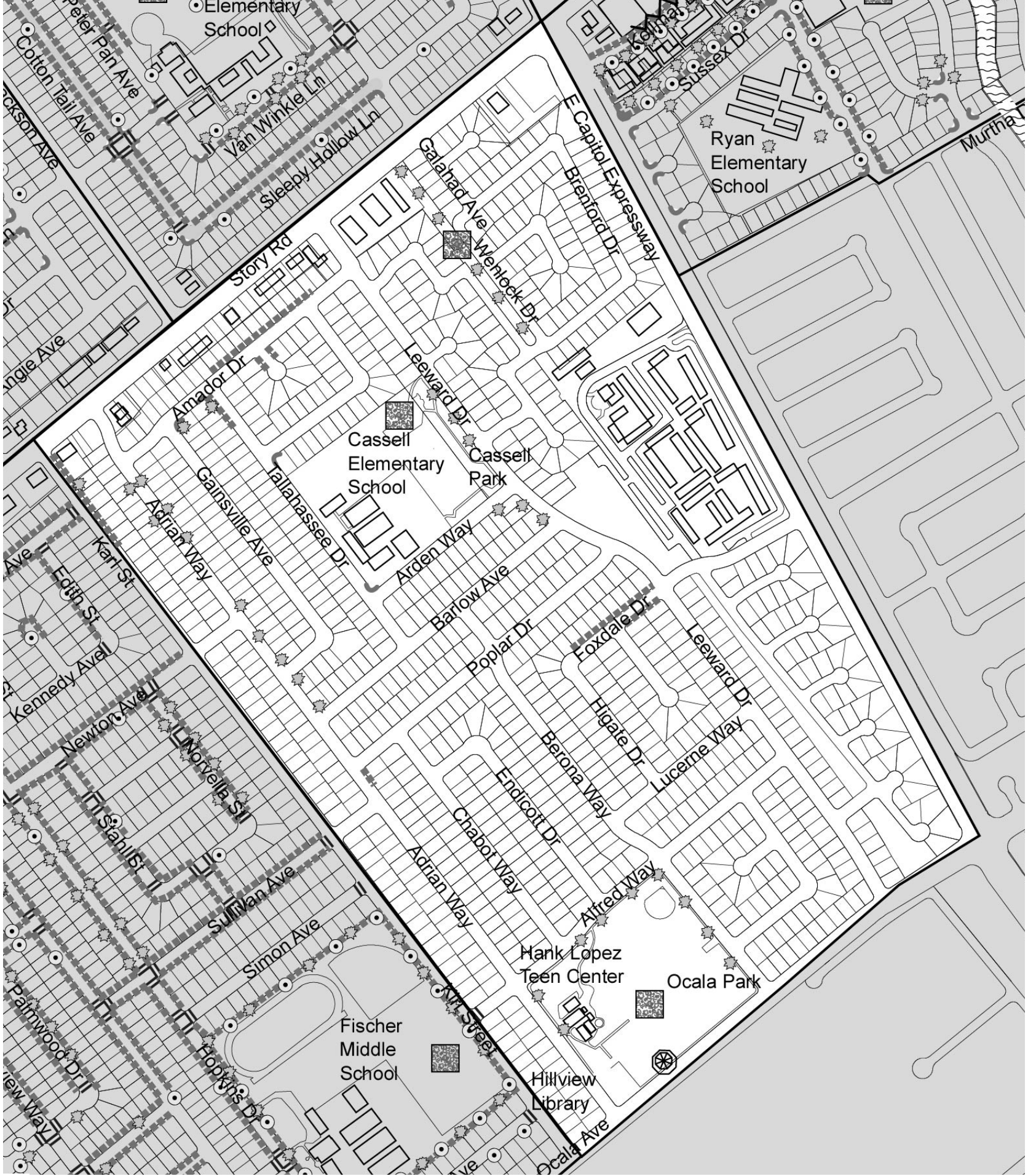
**CAPITOL / GOSS NEIGHBORHOOD
RECOMMENDED IMPROVEMENTS**

STRONG NEIGHBORHOODS INITIATIVE
EAST VALLEY/680 COMMUNITIES

FIGURE 19

**CASELL NEIGHBORHOOD
RECOMMENDED IMPROVEMENTS**

- Improved Lighting
- Tree Planting / Replacement
- Sidewalk Repair
- Crosswalks Needed
- Curb Cuts Needed
- Street Paving Needed
- Park / School Improvements
- Facade Improvements



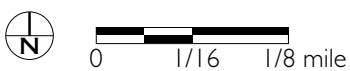
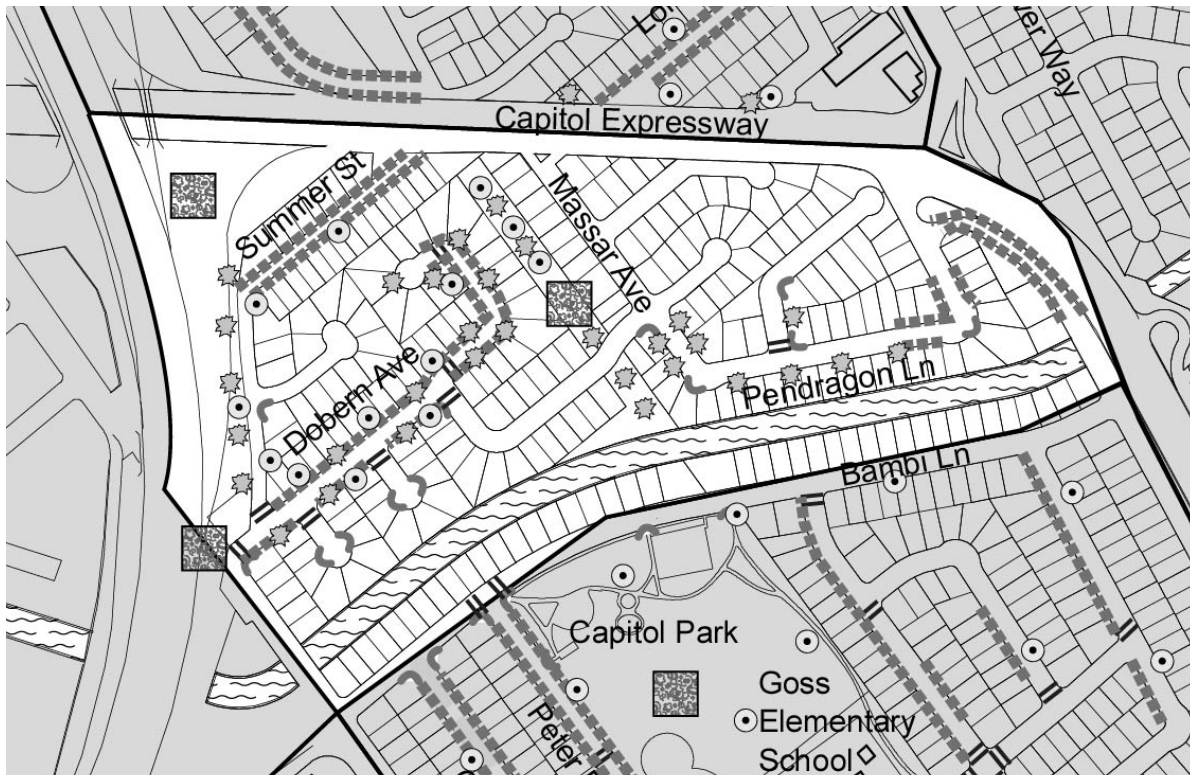


FIGURE 20

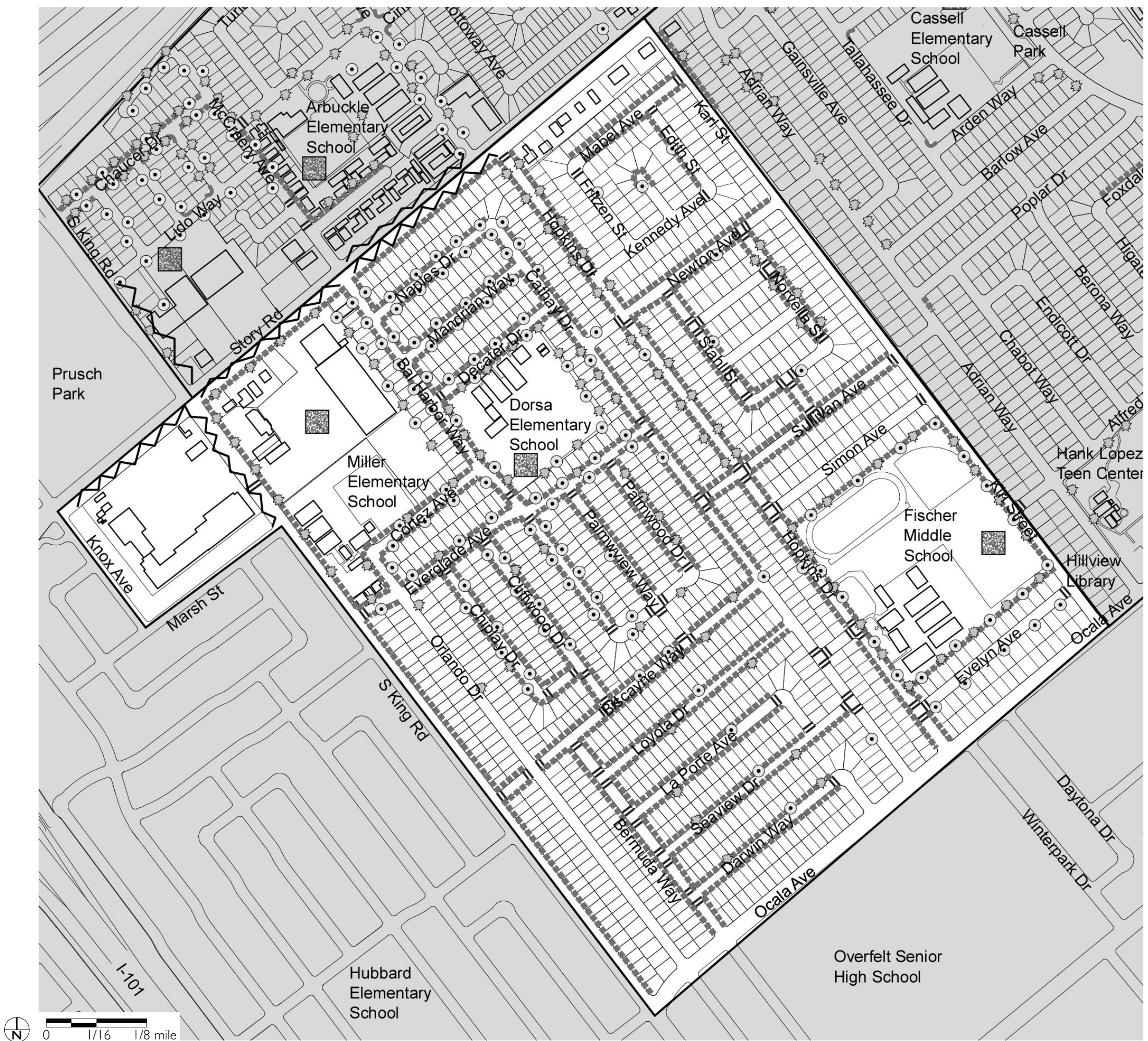
- | | |
|-------------------------------|------------------------------|
| ● Improved Lighting | ⤿ Curb Cuts Needed |
| ★ Tree Planting / Replacement | ▬ Street Paving Needed |
| ▬▬▬ Sidewalk Repair | ■ Park / School Improvements |
| ▬▬▬ Crosswalks Needed | ⋈ Facade Improvements |

DOBERN NEIGHBORHOOD RECOMMENDED IMPROVEMENTS

STRONG NEIGHBORHOODS INITIATIVE
EAST VALLEY/680 COMMUNITIES

FIGURE 21

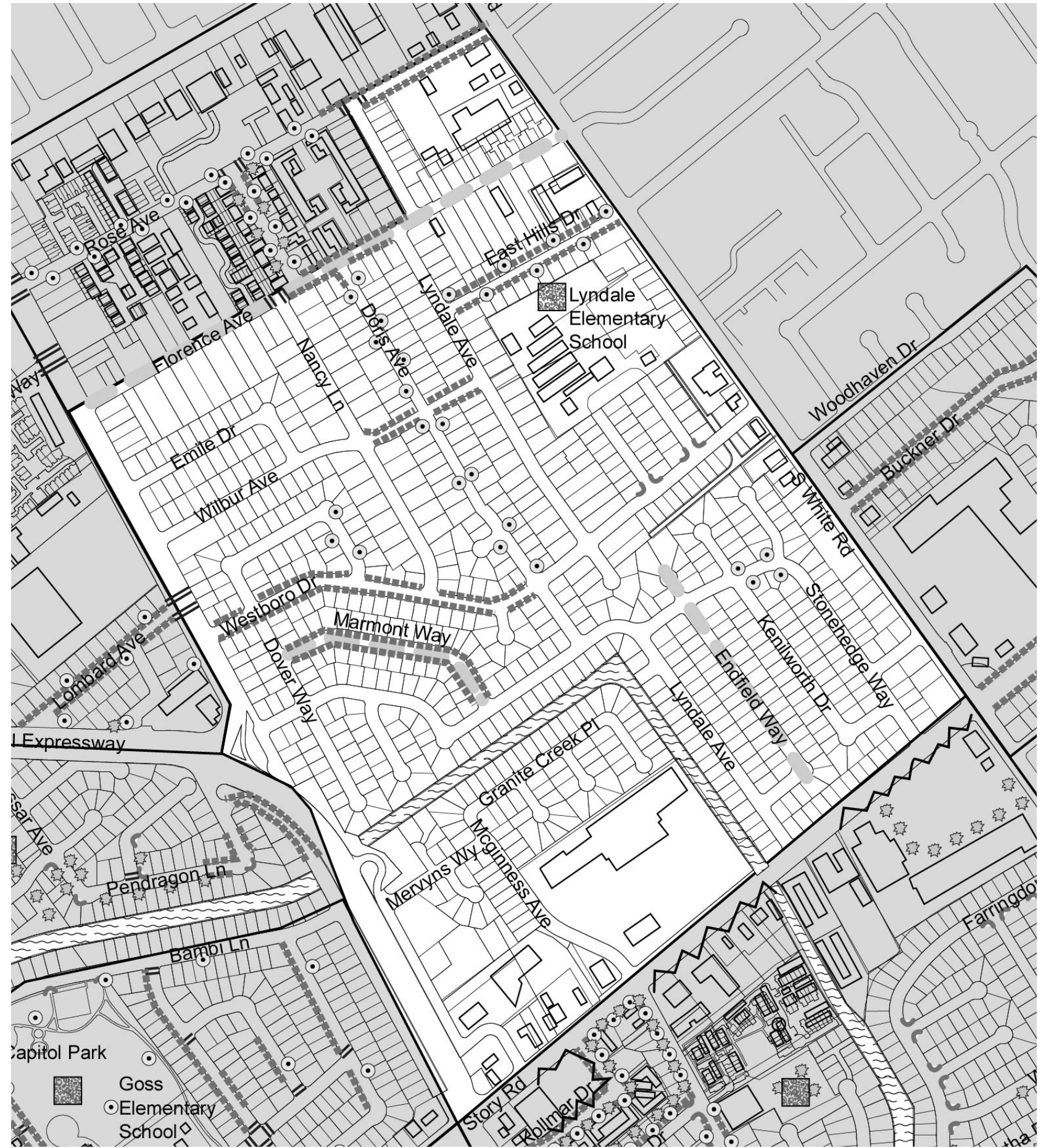
**DORSA NEIGHBORHOOD
RECOMMENDED IMPROVEMENTS**



- Improved Lighting
- Tree Planting / Replacement
- Sidewalk Repair
- Crosswalks Needed
- Curb Cuts Needed
- Street Paving Needed
- Park / School Improvements
- Facade Improvements

FIGURE 22

**LYNDALE NEIGHBORHOOD
RECOMMENDED IMPROVEMENTS**



- Improved Lighting
- Tree Planting / Replacement
- Sidewalk Repair
- Crosswalks Needed
- Curb Cuts Needed
- Street Paving Needed
- Park / School Improvements
- Facade Improvements

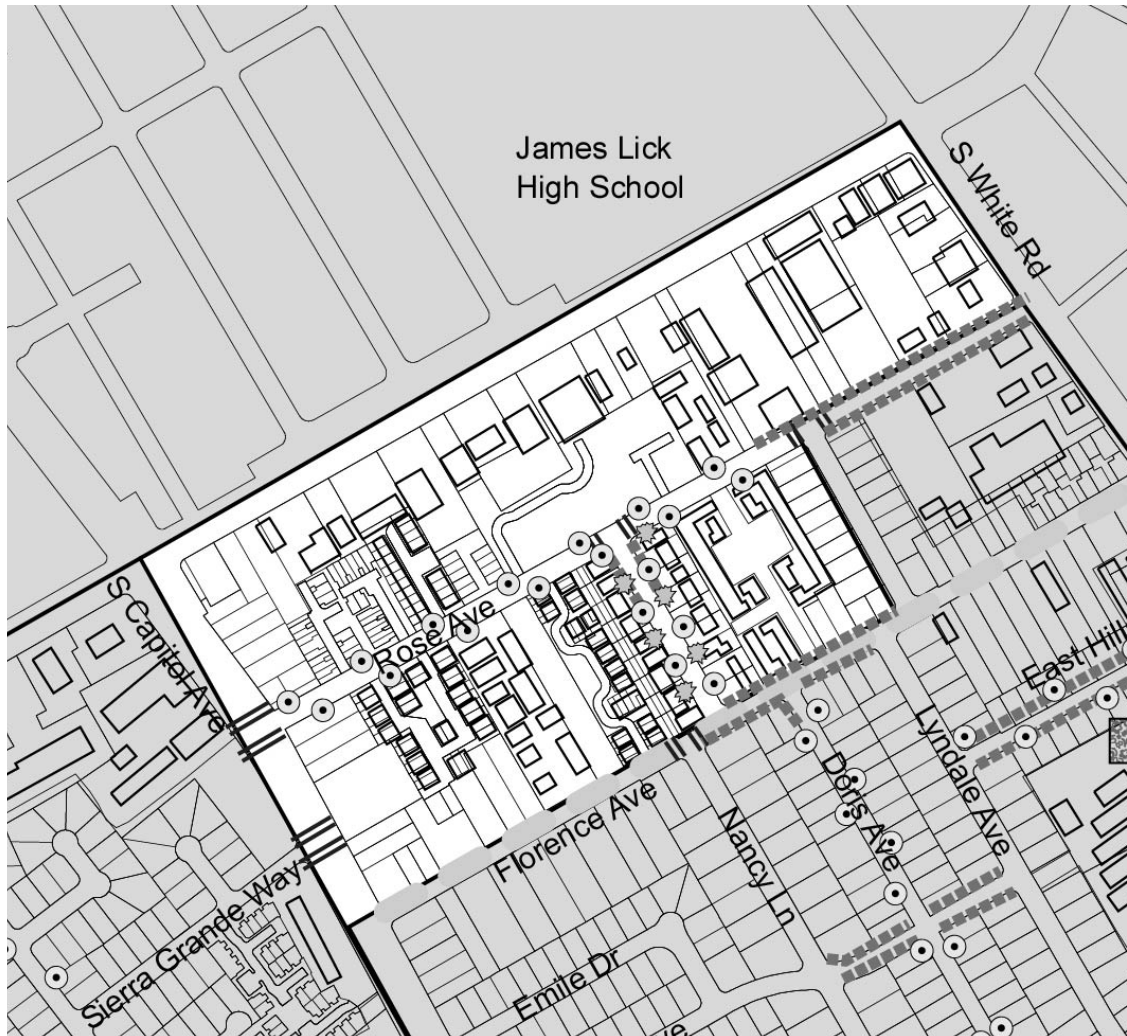
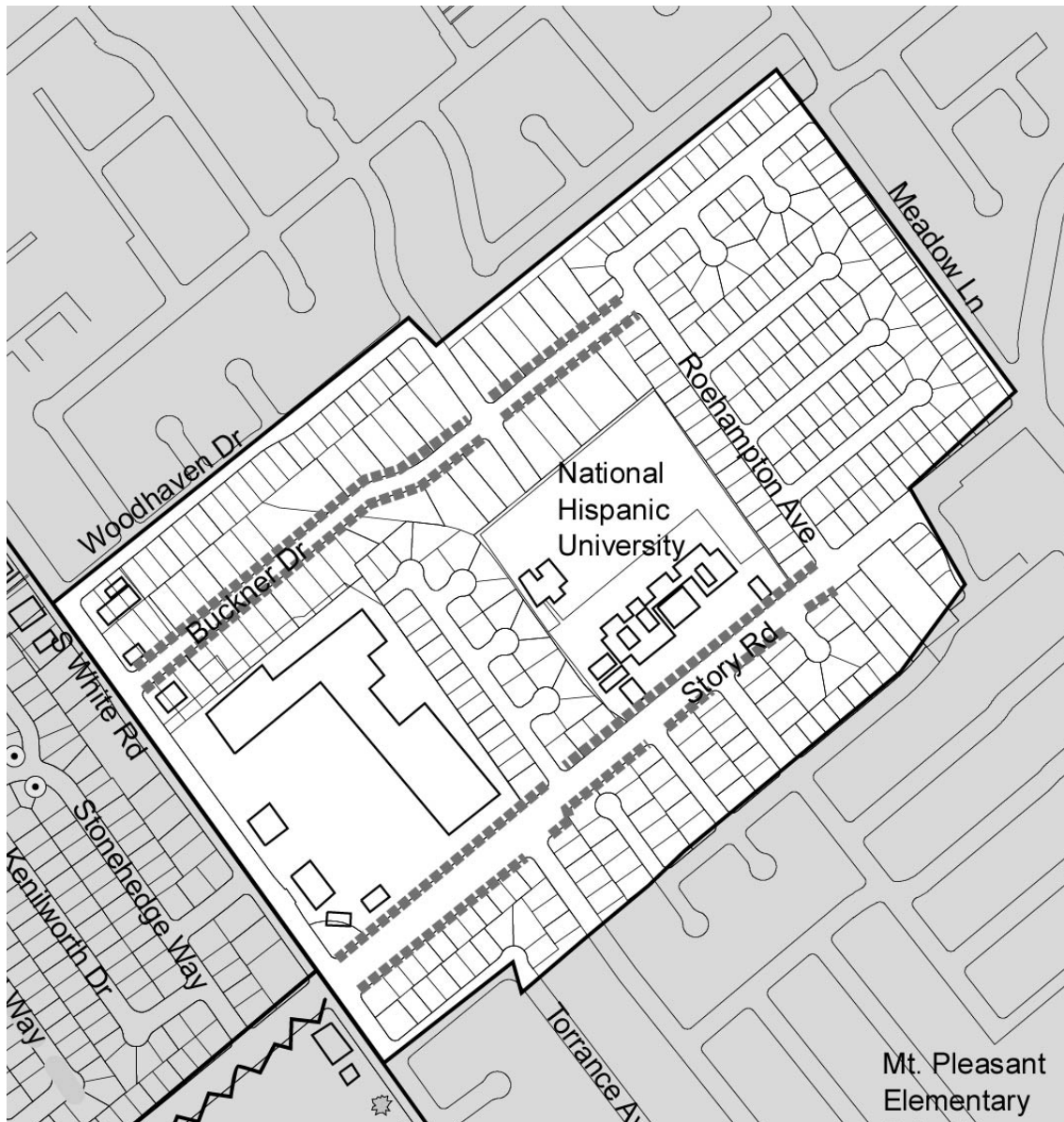


FIGURE 23

NANCY NEIGHBORHOOD RECOMMENDED IMPROVEMENTS

- | | | | |
|-----|-----------------------------|---|----------------------------|
| ⦿ | Improved Lighting | ⤿ | Curb Cuts Needed |
| ☼ | Tree Planting / Replacement | ▬ | Street Paving Needed |
| ▬▬▬ | Sidewalk Repair | ▨ | Park / School Improvements |
| ▬▬ | Crosswalks Needed | ⋈ | Facade Improvements |

STRONG NEIGHBORHOODS INITIATIVE
EAST VALLEY/680 COMMUNITIES



- | | | | |
|-----|-----------------------------|---|----------------------------|
| ⊙ | Improved Lighting | ⤿ | Curb Cuts Needed |
| ⊛ | Tree Planting / Replacement | ▬ | Street Paving Needed |
| ▬▬▬ | Sidewalk Repair | ▨ | Park / School Improvements |
| ≡ | Crosswalks Needed | ⋈ | Facade Improvements |

FIGURE 24

NHU NEIGHBORHOOD RECOMMENDED IMPROVEMENTS

STRONG NEIGHBORHOODS INITIATIVE
EAST VALLEY/680 COMMUNITIES



- | | | | |
|-----|-----------------------------|---|----------------------------|
| ⦿ | Improved Lighting | ⤿ | Curb Cuts Needed |
| ✱ | Tree Planting / Replacement | ▬ | Street Paving Needed |
| ▬▬▬ | Sidewalk Repair | ▨ | Park / School Improvements |
| ≡ | Crosswalks Needed | ⋈ | Facade Improvements |

FIGURE 25

RYAN NEIGHBORHOOD RECOMMENDED IMPROVEMENTS

STRONG NEIGHBORHOODS INITIATIVE
EAST VALLEY/680 COMMUNITIES

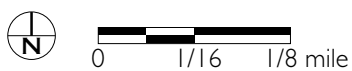


FIGURE 26

- | | | | |
|-----|-----------------------------|---|----------------------------|
| ⊙ | Improved Lighting | ⤿ | Curb Cuts Needed |
| ⊛ | Tree Planting / Replacement | ▬ | Street Paving Needed |
| ▬▬▬ | Sidewalk Repair | ▣ | Park / School Improvements |
| ▬▬ | Crosswalks Needed | ⋈ | Facade Improvements |

SIERRA NEIGHBORHOOD RECOMMENDED IMPROVEMENTS

STRONG NEIGHBORHOODS INITIATIVE
EAST VALLEY/680 COMMUNITIES